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501 Broadway, Corner Duane Street, 17 W. 34 St., 3d fl., McCree & Co. 44 East 23d Street, near 4th Ave. 54 W. 125th Street, near 1st Ave. 42 Columbus Ave., bet. 81 & 82 Sts. 70 Nassau Street, near John Street. 1405 St. Nicholas Ave., bet. 180 & 181 Sts. 2629 Broadway, bet. 99 & 100 Sts. 648 Broadway, bet. 145 and 146 Sts.

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main difficulty, however, is in the delivery and distribution of these products.

It was to meet that difficulty that the Mayor called the conference at the City Hall and issued a proclamation calling on all citizens to cooperate in meeting the emergency.

Business Men Aid To Clear Streets

Mayor Asks Only Necessary Use of Automobiles Before Tuesday

Representatives of large business houses, the steamship lines, the labor unions connected with teamsters and chauffeurs, and large trucking concerns met the heads of the various city departments at a conference hurriedly called by Mayor Hylan at City Hall last night to obtain their cooperation with men and equipment in clearing the city streets.

The conference unanimously agreed to support the letter of the Mayor's proclamation, issued earlier in the day, requesting the suspension of all unnecessary trucking and delivery business for the next three days in order to employ as many men and trucks as possible in assisting the Street Cleaning Department in clearing the streets.

At the suggestion of Dr. Royal S. Copeland, Health Commissioner, a resolution was adopted placing an embargo on the use of automobiles on the streets during the next three days. This request that citizens keep their private cars in their garages until Tuesday was made a part of the Mayor's proclamation.

The Mayor declared he was ready and willing to resort to the use of force in coming to and from his office during the emergency, and said that all citizens with any love for their city and the same. Physicians' automobiles were exempted in the embargo.

The Health Commissioner incorporated his suggestions in a formal motion picture which was adopted by the conference, and the Mayor directed that it be made a part of his proclamation. At the opening of the conference Arnold B. MacKay, Street Cleaning Commissioner, described the serious handicaps the department is laboring under in getting sufficient men and trucks to remove the snow.

The Mayor declared that he had called the conference in order to solicit the cooperation of the business men and labor men generally by suspending all unnecessary transportation business until Tuesday, and to urge the city authorities in restoring the streets to an orderly condition.

Corporations Agree to Cooperate. Representatives of the steamship companies offered their cooperation in moving the city's cargo of coal to available points along the waterfront. Representatives of several large department stores and wholesale houses offered to loan a number of their men to the city. James J. Reardon, president of the United States Trucking Corporation, promised to furnish 500 to 600 trucks and drivers to the city this morning. Representatives of the large coal companies, including the Burns and Farrell companies, offered their cooperation.

There was a large delegation of labor men present, including several officials of the teamsters and chauffeurs unions. Some of the labor men attempted to start an argument with the Mayor in regard to the wage the men should receive, suggesting double pay for overtime if they worked on Sunday. The Mayor became incensed at their attitude.

"This is no time to inject a discussion of unionism," said the Mayor. "We will have to talk about wages and such subjects. This is an emergency which every public spirited citizen should meet, including the laboring man. We should all pull together. Everybody should be willing to shovel and get busy. I am a union man myself and I have no prejudice against going out and shoveling snow. I have done it and I can do it again. If you have any labor troubles forget them now and bring them to me after our city is put in order again. If you do your part now as laboring men I will do my part later on."

The labor leaders promised their full cooperation. A committee was appointed to cooperate with Commissioner MacKay in coordinating all the various interests that had offered their assistance.

Earlier in the day Mayor Hylan wrote to Commissioner MacKay to obtain all the available help to clear the streets. The Mayor said that he was

aware of the difficulties under which the department was laboring in view of the serious shortage of help. The Mayor expressed the hope that the business men of the city would place at the disposal of the Street Cleaning Commissioner every employee they can spare to facilitate the work.

Mayor's Letter Follows

"The unprecedented snowfall throughout the city has taxed your department to the limit. I know that you are over a thousand men and are working short, and working the men you have to the limit of their endurance. The men of the Street Cleaning Department have always responded faithfully to any emergency, as they are doing at the present time, but they cannot perform the impossible.

"Secure all the available help you can. Business throughout the city is more or less at a standstill owing to the heavy snowfall, and many business places have available help on hand that might be turned over to the Street Cleaning Commissioner for the next day or two to aid in clearing and clearing up the streets of the city so that business may resume as usual next morning."

"I hope that the business men, especially those who employ labor, will turn over to you every available man for the next day or two to aid in the work which is so vital for the business and health of the city."

Threatens to Sue Trolley. Mayor Hylan also directed the Street Cleaning Commissioner to clean the streets that have been generally cleaned by the New York City Railway Company, and to keep account of the expense of such cleaning, and then said he would direct the Corporation Counsel to bring suit against the company for the recovery of the amount so expended.

Commissioner MacKay yesterday issued an appeal to business men and householders to assist in keeping the streets open by aiding in the work of clearing the snow from sidewalks and thoroughfares. Commissioner MacKay said the number of men at work in clearing the streets yesterday was more than 5,500. This included the regular force and about 1,900 extra men. On Thursday, he said, there were about 2,500 extra men at work, but agitators at work among the men have reduced this number.

The agitators, Mr. MacKay said, are the men to utilize the present difficulty in their own pay. A leader of the agitators, he added, formed him by telephone yesterday that unless the city raises the pay of all the shovellers, he would call out the men on plows threatened.

From the different snow removal headquarters reports have come that agitators are threatening the men of the motor plows.

Mr. MacKay said, he was serious. He said he would be willing to pay more if that would get the men, but no matter what he might offer it was impossible to get the requisite number. The agitators, he said, were the only remedy was the cooperation of the business men.

"If they will put every available man on the job of piling up the snow," Mr. MacKay said, "they will be doing the force on the job of loading and in that way keep the streets open for traffic and dispose of the snow before it is trampled down into ice."

Car Tie-up Worst In Manhattan. Surface and 'L' Almost at Complete Standstill; Many Thousands Walk.

Storm conditions were worst on the surface car lines in Manhattan, "ice clogging the slots of these lines and high banks of snow making efforts to move cars practically impossible. Only a few cars were keeping along the Madison Avenue, Broadway, Lexington Avenue, Sixth, Seventh, Eighth and Ninth avenues lines, while practically no cars were running on the Eighth, Fourteenth, Twenty-third, Thirty-fourth, Forty-second, Fifty-ninth, Eighty-sixth, Ninety, 116th, 125th, 135th streets cross-town lines.

The paralysis of the surface car lines on East Side and the almost complete stoppage of the Second and Third Avenue elevated lines left this very considerable section of the city practically without transportation.

At both ends of the Hudson River line the high tide—the Hudson River on one end and the East River on the other—flooded the slot with water for two blocks.

Bronxites going to Manhattan before 8 o'clock in the morning had to use either the subway or the New York Central Railroad. Although the elevated line in the Bronx had not actually suspended operation, it was useless to try to get anywhere on that transit line between the hours of 4 and 8 o'clock.

Subway Congestion Great. Ice which gathered on the rails made it impossible for the trains to make any progress and those who did make an attempt to get to business by getting into the trains left at the first opportunity and flocked to the subways. This caused great congestion on the railroad and underground route.

Trolley service in the Bronx was not noticeably impaired save for the added congestion on the lines between 102d and 103d Street, known to the residents of that section as Duffy's Hill, proved a serious stumbling block to the Lexington Avenue surface line. Ice-coated rails made it impossible at times for cars to negotiate the sharp grade at this point.

The attention of the Street Cleaning Department having been confined to the work of snow removal for the last two days, the streets in the Bronx have accumulated on the streets in the congested tenement district on the upper East Side.

Snow removal proceeded slowly in the Bronx. Department of Street Cleaning Commissioner James Brown had 350

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"Deerfield" Grapefruit to Combat "Flu"

Your doctor will tell you that the acid of grapefruit and oranges, used consistently in your daily diet, will tend to make your blood alkaline and resistant against the germs of Influenza or common, every-day "colds."

There could be no more delightful tonic or medicine than a Deerfield Grapefruit or Orange. This fruit comes from the heart of the Indian River district of Florida, where the most exquisite quality, flavor and juiciness are obtained.

Every Deerfield Grapefruit and Orange is stamped with the name "Deerfield" on the skin of the fruit. Look for it when you buy.

Order a box from your grocer—cheaper and better that way.

14-Inch Snowfall; May Stop To-day

The snow will stop to-day—perhaps.

Such was the weather man's qualified forecast last night. He ventured the prediction in courageous disregard of the fact that it was descending at the time, with no indication to the layman of abatement.

Fourteen inches of snow had fallen since the storm began up to 9 o'clock last evening. The fall since Thursday midnight was seven inches.

Forecaster Scarr thought it would be "partly cloudy" to-day, with strong north winds. He said it would be "somewhat colder," but not likely to go below 20 degrees above zero.

extra men at work with seventy cars. The men confined their efforts to clearing away important crossings.

Although a gang of 200 shovellers had been at work all of Thursday night in Harlem they had not succeeded in making any appreciable impression on the drifts that blocked sidewalks and roadways yesterday when the Harlemites left their home on their way down town.

Subway trains on both the Lenox and Lexington Avenue lines were packed to capacity with those who had turned from the elevated in despair. Occasional cars were run over the various surface lines, but they did not assist in clearing the streets. As soon as a car had succeeded in reaching the one car through the snow and ice the center rail would become clogged again, necessitating twenty or thirty minutes' work before it could be sufficiently cleared to resume its trip.

No Cars on Staten Island. Five street cars, including two snow sweepers, still stalled in front of the Hudson Terminal Building at 30-60 Street, where they had been for more than twenty-four hours, were typical of the transit situation when Manhattan Island awoke yesterday.

Early yesterday morning service on the Second, Third, Sixth and Ninth Avenue elevated lines had been practically suspended.

With a train every now and then creeping along at a snail's pace, there were weird pyrotechnical displays resulting from the contact of third rail and there were continuing showers of sparks falling into the streets.

No trains on the Staten Island Rapid Transit, a steam road, or cars on the lines of the Richmond Light and Railroad Company were attempting to maintain a schedule. They were fighting their way through the snow as best they could, moving whenever possible and stopping when they had to.

Cars were operating at infrequent intervals on the Richmond Light and Railroad and the Staten Island Rapid Transit. Only a few buses were operating and they only on the Concord line and Western Avenue Hills line. On these routes they could proceed only at the rate of the right of way of the trolleys, which had been cleared by sweepers and plows.

Thousands of persons in Brooklyn and Queens were again put to serious inconvenience. For while traffic was almost paralyzed, and officials of the Brooklyn Rapid Transit Company, the Brooklyn City Railroad and the Long Island Railroad were faced with the most serious traffic conditions they have experienced in a long period.

Labor Hard to Find. Deputy Street Cleaning Commissioner Michael Lamm, of Brooklyn, said that only about 1,200 men had responded to the advertisements for men to clear away the snow. The department, he said, could use 7,000. The men were put to work immediately.

There has been some difficulty in getting trucks to aid in the removal of the snow. The city is being divided into sections and the department is concentrating its efforts to clear the principal streets of the business district.

The effects of the storm on elevated and streetcar traffic in Brooklyn were worse yesterday morning than the day before. The hail and sleet which fell during Thursday night added greatly to the difficulties of the transit problem. Coatings of ice covered most of the rails, particularly those of the elevated and streetcar lines, and made travel slow and tedious and, in many instances, well nigh impossible. Serious delays marked the traffic on elevated lines and, with the exception of the Bay Ridge and Myrtle Avenue routes, all were badly handicapped by slippery rails. Conditions were aggravated by overcrowding from the surface trolley lines.

Later in the afternoon conditions improved and B. R. T. officials reported almost normal service on a number of lines. Every available plow and machine was being utilized by the companies to clear the roadways of the various lines. On some of the surface lines a car crept by now and then. Such cars were crowded to the doors and passengers were hanging on to the rear and front ends. The majority of Brooklynites in the early morning hours were crowded to the doors and passengers were hanging on to the rear and front ends. The majority of Brooklynites in the early morning hours were crowded to the doors and passengers were hanging on to the rear and front ends.

Service on the Myrtle Avenue subway and the Myrtle Avenue and Bay Ridge elevated lines was carried on, according to Brooklyn Rapid Transit officials. On the Brighton Beach line service was entirely suspended in the morning and an occasional train

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Finish of Storm Predicted To-day

Blizzard, Moving North, Expected to Release Grip on New York

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Clearing weather was indicated by reports from the Middle West. Temperature will remain about the same. Railroad operation throughout the Atlantic seaboard region has suffered seriously, according to reports received to-night by Director General Hines. Coastwise shipping, a necessary link in the railroad transportation chain, was demoralized. Traffic was virtually at a standstill at points in New England.

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Weather conditions have increased the spread of influenza among railroad employees, Director Hines was informed.

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"The fuel situation is becoming acute," the Governor said in a message to Director General Hines protesting against the "seizure by railroads of coal in transit destined for New England points." "We are threatened with a disastrous shortage."

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Milk Deliveries Delayed. The delay of milk trains reaching the terminals, added to the condition of the streets, is causing a chaotic delivery on the part of the local dairy companies. No grade milk was received yesterday until late in the day. The delivery of grade B milk and other grades was delayed several hours.

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at the foot of West Thirty-first Street, also was badly damaged, and the Gleason family was forced to flee.

Several bathhouses at Sea Gate likewise were badly damaged. Hahn's, Silver's and the Eureka baths were nearly destroyed and then hinged walls facing these baths were transformed into driftwood. The boardwalk between Jones' and Kensington walks was a tangled mass for a considerable distance.

Brighton Beach, Manhattan Beach and Sheepshead Bay also suffered heavily yesterday. Many houses in the vicinity of Coney Island were endangered and menaced with isolation.

The engine room at the Hotel Shelburne, at Brighton Beach, was still closed yesterday and 200 guests were without heat. Later the guests were able to leave by walking along the ice. Nearby residents were marooned when the water rose over the wall at Ocean Parkway. The police booth at Ocean Parkway and Sea Breeze Avenue was flooded and had to be abandoned.

Hundreds of boats at Sheepshead Bay either were wrecked or carried out to sea.

The police did much rescue work, carrying food, coal and other necessities to homes marooned by the flood. No additional damage of any consequence was done during high tide yesterday morning in Rockaway Beach and vicinity. The water came practically to the same height as the day before.

Waves twenty to twenty-five feet high rolled high over the beach and the water was full of debris.

Ice fields driven ashore by the wind and high tide have crushed many small craft in Jamaica Bay. The tide marooned many people who lived on points of land jutting out into the bay near Coney Island and they were compelled to resort to boats to get to the mainland.

With trains stopped and roads impassable, Long Beach faced a shortage of food and coal. No train or vehicle has reached the place in practically forty-eight hours.

The high tide Thursday night carried away the roof of a barn and three cottages. The foundation of the Hotel Brighton was damaged and the basement flooded. Some damage was done to the Hotel Brighton.

The fishing villages of Wreck Lead and Queens Water, on the north side of the beach, were flooded, but little damage was done. A few small outbuildings were damaged. The Wreck Lead drawbridge was damaged slightly.

No Danger Here Of Food Famine. Rail Officials Report Supply Is 80 Per Cent Normal; Milk Is Delayed

Pears concerning a serious shortage of food as a result of the storm have little or no basis in fact, so far as could be learned yesterday. Inquiry at railroad terminals revealed that every effort is being made to continue to supply the city with its normal food service, and while the effects of the storm have rendered all freight movements somewhat below normal, there appears to be no need for alarm.

According to information obtained at the Erie Railroad offices, the storm has been felt principally east of Port Jervis, and beyond that point trains are running normally. It was said that milk trains are being run to some delay and have been reaching the terminals in Jersey City from one to six hours late. A supply up to 80 per cent of the normal was being handled.

At the Pennsylvania offices it was stated that no serious effect on the movement of trains carrying food had been experienced to date, and that there was more perishable food, chiefly fruit and vegetables, at the terminals than the consignees could haul away.

Food Given Preference. Lehigh Valley officials said yesterday that livestock and perishable food shipments are being accorded preference along with freight movements. This railroad, which is one of the three for the city, announced that there was a delay of two or more hours in the arrival of its milk trains at its Jersey City milk terminal, but that its milk companies had experienced great difficulty in hauling the milk away.

The Lackawanna railroad, another of the large milk carriers, announced a similar condition at its Jersey City terminal. The freight service on this railroad was said to be practically normal.

New York Central officials announced that the freight was moving 75 per cent of normal and state that every effort was being made to see that no perishable freight or foodstuffs was allowed to be sidetracked or delayed in transit.

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serve in the use of perishable goods for the next few days. Mr. O'Malley said that perishable food valued at \$2,000,000 is tied up in the harbor.

Dr. Jonathan C. Day, special agent for the navy food sales, said yesterday that there is ample surplus navy food in this zone to relieve any food shortage that could arise. He said that several thousand tons of food in navy warehouses could be used if necessary.

A decrease in food prices due to importation of foodstuffs from Holland and Denmark was predicted yesterday by Commissioner O'Malley. He said that large shipments of butter were on the way from both countries. Four thousand tons of potatoes arrived yesterday. These will be sold at \$2 a barrel under the present market price, Commissioner O'Malley said.

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The Tribune's review of books, book news and articles by Heywood Brown, which have heretofore appeared in The Tribune on Saturdays, will, beginning to-morrow, become a regular feature of The Tribune's Sunday Magazine Section.

The Tribune believes its Sunday Magazine Section a logical place for this department, which has been so ably conducted by Mr. Brown, and this change is made in the interest of both our readers and book advertisers.

Mr. Brown's column on books will run as usual on Mondays, Wednesdays and Fridays.

Advertising copy for the Sunday Book pages must be released by noon Thursdays.

Railway have been cancelled owing to the storm.

HAZLETON, Pa., Feb. 6.—Most of the snowdrifts which closed on account of the storm resumed to-day. It is estimated, however, that production will be cut 60 per cent.

Note Tells Peril Of Five at Sea. BALTIMORE, Feb. 6.—A bottle was found on the beach at Ocean City, Md., to-day containing the following note:

"May God give us help. Good-bye. Five of us. We are lost off Capes of Delaware. Goodbye. February 4. Small boat of Anna Otho Thomas."

At the local maritime exchange it was said that no boat of the name of Anna Otho Thomas was listed there.

Stevens, to-day, according to the police. The message came from the young woman's husband, George Stevens, who has been searching Eastern cities for her.

No report of the Stevens kidnapping had been made to the police here, it was said at Police Headquarters last night. The bureau of missing persons had not been asked to aid in the search and the bureau of information has no knowledge of the case.

"Bernstorff" Not Ex-Envoy. Man on Allies' Guilty List Is Another Count

BERLIN, Feb. 6.—The "Tagblatt" says it learns that the "Bernstorff" on the list of persons whose extradition is asked by the Allies is not the Count von Bernstorff who represented Germany at Washington, but a "Count Bernstorff" who, for a long time, was "City Commander at St. Quentin." He is accused of making attacks on French residents.

Woman Taken to Hospital Through Storm in Sloop. Captain Dunn Braves Forty-Mile Gale in Frail Craft; Operation Performed at Sea

SPECIAL DISPATCH TO THE TRIBUNE. NEW LONDON, Conn., Feb. 6.—Though a forty-mile gale was blowing across seas, a woman had been lashed all night by a still higher wind, Captain Curtis S. Dunn brought his relative, Mrs. John E. Dunn, to this port from Block Island to-day for an operation that was necessary immediately.

No ship had ventured to or from Block Island since Tuesday, but the little sloop Mary E. made the thirty-four-mile passage in less than four hours. She was swept by waves most of the time and the wind was timed to enter the cabin where Mrs. Dunn lay.

"Don't you worry a mite," Captain Dunn told her when she became frightened, "this here wind's just what we need to get there quick."

As soon as the sloop was tied up at Municipal Pier Mrs. Dunn was carried ashore, taken to Lawrence Hospital and operated on. She was resting comfortably to-night.

Says Wife Held for Ransom. CLEVELAND, Feb. 6.—Mrs. Lena Stevens, twenty-two, kidnapped from her home here two weeks ago, is being held in New York City for \$500 ransom. Advice to this effect were received by Mrs. Stevens' father-in-law, George

Five Million readers of LOUIS TRACY will be greatly interested in his new detective story

The Strange Case of Mortimer Fenley

Edward J. Clode New York

Gay, Colorful ATLANTIC CITY

The Nation's Lenten Rendezvous only 3 Hours from New York

Winter touches Atlantic City with light fingers. Bright sunshine and soft breezes welcome the visitor to this the World's Greatest Resort.

Atlantic City is a regular Winter habit with thousands of New Yorkers. It's Fifth Avenue by the sea. Splendid hotels—brilliant restaurants—good theaters—standard movies—finest orchestral music—wonderful shops—nightly dances—indoor swimming—society and the world of fashion on the Boardwalk. The freedom and tang of the sea—glorious out-of-doors—golf—sunshine—life—color—health and happiness